

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	36	35	4	3	2								
1	JU.	TECH.	DISOB.	NEG NCE	INEXP NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTR.	MOV SURFS.	STAR SURFS.	W. STRUTS	LAND GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W	ENGINE MOUNT	MISCEL.	UND/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT SYS.	LUBN SYS.	ENG. STR.	AIRCREW A.	ENG. CONTR.	MISCEL.	UND/TD	PR. MNT.	19					
2	4	2	1	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32					
3	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
4	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	
5	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42		
6	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42			
7	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42				
8	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42					
9	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42						
10	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42							
11	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42								
12	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42									
13	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42										
14	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42											
15	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42												
16	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42													
17	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42														
18	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42															
19	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42																
20	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42																	
21	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42																		
22	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42																			
23	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42																				
24	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42																					
25	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42																						
26	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42																							
27	29	30	31	32	33	34	35	36	37	38	39	40	41	42																								
28	30	31	32	33	34	35	36	37	38	39	40	41	42																									
29	31	32	33	34	35	36	37	38	39	40	41	42																										
30	32	33	34	35	36	37	38	39	40	41	42																											
31	33	34	35	36	37	38	39	40	41	42																												
32	34	35	36	37	38	39	40	41	42																													

TYPE OF A/C: PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE

CAUSES OF ACCIDENTS

UNIT #9 E.F.T.S. St. Catharines COM. 1 PLACE M.A. DATE 27.5.43 TIME 1450

H.Q. FILE 1100-49-46

A/C TYPE T/Moth No. 4946 CRASH CAT. C.1/2 SE x ME DAY x NIGHT

NAME Dinelli, R.L. Benjamin, G. RANK PO Sgt No. J20449 R76902 DUTY FI PP INJURIES Nil Nil SERIOUS FATAL INJURY

CARD SERIAL No. (marked with X)

TYPE A/F & ENGINE No. 4946 EXTENT OF DAMAGE Slight REPORT FORM SERIAL No. DATE

G. Mjr. 2450/89293 Nil

SIGNAL No. & DATE A.31 28.5.43 UNIT No. & DATE COM. No. & DATE REPORT FILE DATE

NATURE OF ACCIDENT

MISCELLANEOUS CAUSES: HAND Q., INSTS., WEATHER, DRINKS., AL'S SURF., OTHER, UND/TD, PRIMARY, TAXIING, LANDING, TAKE OFF, FLIGHT, STATRY, FATAL, INJ., 3RD, 2, 1

DUTY ON WHICH ENGAGED:

Dual instruction on sequences 7A & 8A.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14 # 97.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

On crosswind take off, A/C swerved considerably to left at low speed. Opposite rudder was applied too late, and wind got under stbd. wing, heeling A/C over on one wheel and causing it to nose up.

DATE:

COMPOSITION:

*OS/AN/PSG/HWC*

RECOMMENDATIONS:

PRIMARY CAUSE:

~~9. Swinging.~~

*12. SWUNG. 12*

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

(A) Pilot's Log Book endorsed. Record of logging.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~14. Misuse of controls.~~

~~35. Cross winds and gusts.~~

~~36. Nosing up.~~

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_